

WAC 197-11-960 Environmental checklist.

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

Washington State Department of Information Systems (DIS)/Wheeler Site Data Center and Office Buildings

2. Name of applicant:

Washington State Department of Information Services
PO Box 42445
Olympia WA 98504-2445

3. Address and phone number of applicant and contact person:

Sally Alhadeff, Wheeler Project Facilities Development Manager
Washington State DIS
(360) 902-0312

Diane Undi-Haga, Project Manager
Wright Runstad & Company
(206) 447-9000

4. Date checklist prepared:

February 13, 2008, revised March 18, 2008

5. Agency requesting checklist:

Washington State Department of General Administration

6. Proposed timing or schedule (including phasing, if applicable):

Site work (demolition, grading, utility work, etc.) is slated to begin in spring 2008, with vertical construction to follow as quickly as possible when all appropriate permits and necessary approvals have been obtained. Initial occupancy is scheduled for February 2010, with full occupancy to be completed by May 2010.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

There are no plans for further expansion on this site. Additional cooling and other equipment will likely be installed over time as necessary.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

A preliminary Geotechnical Report was prepared by Perkins + Will in March, 2007. The Washington State Department of Archaeology and Historic Preservation was been consulted over the course of several months in 2007 regarding the historic and cultural value of the six small existing structures on site, under the guidelines of the Governor's Executive Order 05-05. A transportation impact analysis was completed by Parametrix, Inc. in March 2008. A Phase I Environmental Analysis was also completed in March 2008 by Parametrix, Inc. A Determination of Nonsignificance (DNS) was issued under SEPA for the State Capitol Campus Master Plan on May 4, 2006, which identifies this site (the Wheeler Site) as Opportunity Site #9. A sun study was completed by NBBJ in January 2008. An ambient noise survey was conducted by JGL Acoustics Inc in February 2008. Good Faith Inspections for Asbestos Containing Materials reports were completed for the structures on site in February 2008. Artifacts Consulting has been retained to complete an initial professional archaeological survey, in addition to the work described above, to identify the presence of any significant archaeological material on the property.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

The Olympia City Council held a first reading of a proposed ordinance and a related public hearing February 19, 2008 to vacate street rights-of-way within the property and to temporarily retain utility easements until the utilities are permanently relocated. The second reading is planned for March 25th and is expected to be approved.

10. List any government approvals or permits that will be needed for your proposal, if known.

In accordance with the Capitol Campus Master Plan, the design must receive concurrence from the SCC (State Capitol Committee) prior to construction. In addition, design of the site and buildings are reviewed by the CCDAC (Capitol Campus Design Advisory Committee).

In addition to these approvals, the following approvals and/or permits will be necessary for this project: A Lot Consolidation, Right of Way Access Permit, a demolition permit from the City of Olympia and the Olympic Region Clean Air Authority, a Grading Permit from the City of Olympia, Civil drawing approval from the City of Olympia, and building permits from the City of Olympia. Coverage under Ecology's stormwater general NPDES permit will also be sought. An access Permit from the Washington State Department of Transportation (WSDOT) may be necessary if the permanent site driveway on 14th within WSDOT right of way is altered.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This proposal includes redevelopment of the approximately 8.8 acre Wheeler Site and associated site improvements. This redevelopment contemplates approximately 491,000 square feet of improvements including two office buildings totaling approximately 325,000 square feet, and a data center of 60,000 square feet with about 106,000 square feet of support space totaling approximately 166,000 square feet. One of the office buildings will be occupied by DIS. The other office building will be a headquarters location for the Washington State Patrol (WSP) and will provide general offices for a number of small state agencies. Grading, the disposal of earthen materials, and infrastructure improvements and There will also be approximately 950 parking stalls in a parking structure as well as approximately 20 visitor stalls.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The property is located in Olympia, Washington. It is bounded on the north by 14th Avenue, on the west by Jefferson Street, on the east by a hillside that continues down to the railroad tracks operated by Tacoma Rail, and on the south by 16th Avenue SE. The site is referenced as Opportunity Site #9 in the Capitol Campus Master Plan. The site is located in Sec 23, T18N, R02W and contains tax parcel numbers 68300300100, 54400000100, 68300400300, 68300500100, 67300000100, 09690011000, and 09690002000, -3000, -4000, -6000, and -7000. This site does not include the Puget Sound Energy-owned parcels in this block. The existing small buildings on site are addressed off of both Cherry Street and 15th Avenue.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat rolling, hilly, steep slopes, mountainous, other

b. What is the steepest slope on the site (approximate percent slope)?

The site slopes from south to north, as well as gently to the east. However, the site contains a portion of a steep slope along its east boundary where it continues down to the railroad tracks and East Bay Drive. The steepest slope on site measures approximately 29%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

According to the Preliminary Geotechnical Report (2007) for this project, the site is underlain by 2 to 9 feet of fill, consisting of soft to medium stiff silty clay with some scattered debris. The fill may locally overlie about 5 feet of outwash deposits consisting of medium dense sand and gravel. The outwash deposits overlie lacustrine deposits consisting of medium stiff to stiff silty clay to clayey silt.

Per the NRCS web soil survey (<http://websoilsurvey.nrcs.usda.gov/app/>), the site predominantly contains Skipopa silt loam, 3 to 15% slopes, with lesser amounts of Dystric Xerochrepts, 60 to 90% slopes, along the slope on the east edge of the property.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No, there are no surface indications or history of unstable soils in the immediate vicinity.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

We have estimated we will be cutting to export approximately 395,000 CY and importing approximately 25,000 CY of fill. This does not include small amounts of material that will be used for stone columns for portions of the buildings. A source for fill has not yet been identified, but we anticipate it will be an imported select fill. The receiving site for earthen material removed from the site has not been determined, and will depend partially on the excavation contractor chosen for the project. Miles Sand and Gravel in Lacey is likely to be a receiving site. The final receiving site will also depend on actual materials encountered during excavation as well as the weather at the time of excavation. All receiving sites are anticipated to be sites

specifically permitted and operated for such use. If final conditions necessitate, appropriate review and approval/permitting of the receiving site will be conducted, if not already in place, prior to earthwork beginning on site. The haul route established for this project during excavation and construction consists of access to the site via Jefferson via Interstate 5 from 14th Avenue. Construction vehicles will exit the site on 14th for immediate access to the freeway. The haul route has been designed to avoid significant impacts to City streets and minimize disruption of traffic flow to the extent possible.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

The possibility for erosion will be minimized or eliminated through the use of Best Management Practices and through compliance with the City of Olympia's Engineering Design and Development Standards (EDDS) and the Drainage Design and Erosion Control Standards for Olympia. Best management practices that will likely be employed include silt fencing and silt socks in existing catch basins.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

At project completion, approximately 45% of the site will be covered with impervious surfaces. Currently approximately 74% of the site is covered with impervious surfaces. The finished project represents a 29% reduction from the total amount of impervious surfaces currently existing on the Wheeler site.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

The possibility for erosion will be minimized or eliminated through the use of Best Management Practices and through compliance with the City of Olympia's Engineering Design and Development Standards (EDDS) and the Drainage Design and Erosion Control Standards for Olympia.

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

During construction, emissions to the air will result from construction vehicles and potentially from fugitive dust. At project completion, emissions to the air from vehicles at the site will occur. Additionally, exhaust from periodic testing of emergency power (diesel) generators will occur. Testing will occur once per week for approximately 30 minutes. Cooling towers on the east end of the data center are expected to generate occasional steam and/or water vapors.

Utilizing King County tools and data developed to estimate all greenhouse gas (GHG) emissions that will be created over the life span of a building project, (including emissions associated with obtaining construction materials, fuel used during construction, energy consumed during the buildings operation, and transportation by building occupants), this project will gross 648,308 MTCO₂e (metric tons of carbon dioxide) emissions over the lifespan of the project. Subtracting the MTCO₂e emissions calculated for uses already occurring on the site (36,345 MTCO₂e), this project will net 647,963 MTCO₂e emissions over the lifespan of the project. This does not take into account any reductions or improvements to emissions levels attributable to this project from: concentrating employees and trips to a single location versus the approximately 12 locations these are currently centered in, the CTR program (see below), LEED certification, or improvements to vehicle idle time resulting from transportation improvements completed as part of this project. Rough calculations based on available data indicate the existing DIS, WSP and other agency locations would gross a minimum of 301,381 MTCO₂e (metric tons of carbon dioxide) emissions over their lifespan. This figure is incomplete because separation of paved parking areas in buildings where space is leased, pavement where parking is shared, and pavement for parking serving the small agencies could not be figured and was not included in this calculation.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no known sources of off-site emissions or odor that would affect this project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

According to the United States Environmental Protection Agency (EPA), many, but not all, human sources of greenhouse gas emissions are expected to rise in the future. This growth may be reduced by ongoing efforts to increase the use of newer, cleaner technologies and other measures. Additionally, everyday choices about such things as commuting, housing, electricity use and recycling can influence the amount of greenhouse gases being emitted.

The state agencies that will be housed in the proposed new office buildings actively support and encourage employees to participate in the State's Commute Trip Reduction (CTR) program, which aims to reduce dependency on single occupancy vehicles (SOV) and correspondingly lower emissions resulting from multiple SOV trips. Transit and other means of transportation are also available to and from the site and the immediate vicinity, to encourage lower emissions resulting from multiple SOV trips. At completion, this project will consolidate employees in one location that previously have been located at multiple sites throughout the Capitol Campus, offering heightened opportunities for carpooling and making transit more efficient. Parking at this site will not be free to employees, to recognize the actual cost of parking and further encourage alternative transit options.

In addition, start up and testing of emergency power generators will be minimized to only those times required to ensure proper and safe operation in the event of a major power outage. During construction, water trucks will be utilized for dust control if necessary.

3. Water

a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There are no surface water bodies on or in the immediate vicinity of the site. The closest water bodies are Moxlie Creek/Indian Creek, which are across Interstate 5 from the project site, and Capitol Lake, which is approximately ½ mile to the west of the project site.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The project will not require any work over, in, or adjacent to any water bodies.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge material will be placed in or removed from surface water or wetlands as a result of this project.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

This project will not require surface water withdrawals or diversions.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The project site does not lie within a 100-year floodplain, according to FEMA Flood Insurance Rate Map Community Panel Number 530191-004-B.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

This project does not involve any discharges of waste materials to surface waters.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No groundwater will be withdrawn and no water will be discharged to ground water as a result of this project.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No water will be withdrawn from or discharged to groundwater. No industrial waste streams are associated with this project, and domestic sewage will be collected and treated before disposal.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater and runoff will be generated by impervious surfaces (rooftops, asphalt pavement, etc.) on the site. This stormwater will be collected, treated, and discharged into the City of Olympia's stormwater system. Collection will be accomplished via downspouts and catch basins. It is anticipated this project will result in less stormwater discharge than the existing site currently generates, because the proposed project will result in a reduction in impervious surface area from the impervious area currently existing on site.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

It is unlikely that waste materials will enter ground or surface waters as a result of this project. There are no surface waters in the immediate project vicinity, and all stormwater leaving the site will be treated per state water quality standards prior to discharge.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Runoff water impacts will be reduced over those currently generated on site, as the proposed project will result in a reduction in impervious surface area from the impervious area currently existing on site. There are no surface or ground water impacts anticipated as a result of this project.

4. **Plants**

a. Check or circle types of vegetation found on the site:

☒ deciduous tree: alder, maple, aspen, other

☒ evergreen tree: fir, cedar, pine, other

☒ shrubs

☐ grass

☐ pasture

☐ crop or grain

☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

☐ water plants: water lily, eelgrass, milfoil, other

——— other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

The majority of the existing vegetation within the future building areas on site, which includes deciduous landscaping trees and shrubs, will be removed.

- c. List threatened or endangered species known to be on or near the site.

There are no known threatened or endangered plant species on or near the site.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Following construction, the site will be enhanced with landscaping, predominantly with native vegetation. Landscaping will be installed around the buildings and perimeter of the site, and along the south end of the site to help screen the buildings from the existing residential neighborhood and extend the existing "Maple Park green" from the west.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other, Coyote, raccoon
fish: bass, salmon, trout, herring, shellfish, other:

- b. List any threatened or endangered species known to be on or near the site.

There are no threatened or endangered animal species known to occur on or near the site. Bald Eagle is currently a species of concern; the closest known nesting territory is along Capitol Lake, approximately one mile from this site.

- c. Is the site part of a migration route? If so, explain.

Most of Western Washington lies in the Pacific Flyway migration route.

- d. Proposed measures to preserve or enhance wildlife, if any:

The existing site is developed and almost completely covered in asphalt pavement; thus, there are no impacts to animals anticipated as a result of this project. Landscaping that will be installed with the development on site may serve to enhance wildlife habitat, particularly for small animals and birds.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The completed project will require electric energy for lighting and mechanical equipment. Natural gas will be required for heating.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No, due to the height and placement of the proposed buildings, the project will not affect the potential use of solar energy by adjacent properties.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The proposed buildings on site will be constructed in compliance with the Washington State Energy Code. In addition, the proposed buildings on site will be LEED (Leadership in Energy and Environmental Design) certified, meeting at a minimum the criteria for a LEED Silver rating.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Chemical Treatment - Chemical water treatment systems for this project will be used for controlling mineral deposits, debris build-up, and bio-film growth in the HVAC systems. These systems will meet state and local pollution control regulations and do not represent an environmental health hazard.

Asbestos containing materials were detected in all but one of the existing structures on site in flooring materials and mastic, in ceiling insulation and in some of the older drywall. Asbestos abatement procedures and appropriate disposal will be followed for any asbestos containing materials encountered during demolition activities. No asbestos containing materials were found in the child care center. The applicant will ensure that other potentially dangerous or hazardous materials present are removed and appropriately managed prior to demolition. These materials could include but are not limited to PCB containing lap ballasts, fluorescent lamps, and wall thermostats containing mercury.

If contamination of soils or groundwater is observed during construction, sampling of the potentially contaminated media will be conducted and the Department of Ecology will be notified.

- 1) Describe special emergency services that might be required.

No special emergency services are anticipated as necessary as a result of this project.

- 2) Proposed measures to reduce or control environmental health hazards, if any:

Potentially dangerous or hazardous materials identified in existing buildings on site will be removed and appropriately managed prior to demolition. No environmental health hazards are expected to result from this project; therefore, no mitigation measures are proposed.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Existing noise in the project vicinity is primarily traffic noise generated by Interstate 5. The Interstate represents 'baseline' noise levels at the site. Additional noise comes from traffic on neighboring streets and occasionally from the adjacent railroad track.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Per WAC 173-60-040 "Maximum Permissible Environmental Noise Levels," and Olympia Municipal Code 18.40.80 "Protection Standards", the project (post-construction, between the hours of 10:00 p.m. and 7:00 a.m.) will meet 45 dBA at adjacent residential property lines, and during the hours of 7:00 a.m. and 10:00 p.m. will meet 55 dBA at property lines. This State Statute allows for intermittent increases in these noise levels throughout the day and therefore can accommodate periods during construction when such activities such as soil improvements are occurring. Currently it is not anticipated that pile driving will be required. Temporary construction activities producing earth vibrations or concussions detectable without the aid of instruments beyond the subject lot boundaries is restricted to the hours between 7:00 am and 6:00 pm per the City of Olympia Municipal Code, section 18.40.080 C 7.

- 3) Proposed measures to reduce or control noise impacts, if any:

Currently it is not anticipated that pile driving will be required; another method of soil improvement commonly referred to as “stone columns” will be used. This method utilizes an injection of stone into the soil and is, generally speaking, less audibly intrusive than pile driving, which inherently mitigates some of the noise impacts from construction. Operationally, as this project is subject to applicable local and state noise regulations, the project will be required to meet dBA requirements at property lines. In addition to the existing laws and regulations regarding construction and operation noise levels that will apply to this project, landscaping will be installed around the buildings and perimeter of the site, and along the south end of the site, to help screen the buildings from the existing residential neighborhood.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties?

The site is currently used as a parking lot for the Intercity Transit DASH shuttle service, state employees, and visitors to the capitol. There is a small daycare facility on site as well and 5 small existing residential structures that have been converted to state office functions. Properties to the south are single and multi-family housing; administrative government buildings are to the west and north of the site; and I-5 is to the east.

b. Has the site been used for agriculture? If so, describe.

This site has not been used for agriculture to our knowledge.

c. Describe any structures on the site.

There is a small daycare facility on site and 5 small existing residential structures that have been converted to state office functions.

d. Will any structures be demolished? If so, what?

All of the structures on this site will be demolished. One of the buildings will be photographed documented prior to it's demolition, due to the age of the building. The state office functions will be relocated to other buildings, and childcare center operations will be moved to a new location on Perry Street in Olympia.

e. What is the current zoning classification of the site?

The current zoning classification of the site is Commercial Services – High Density (CS-H).

f. What is the current comprehensive plan designation of the site?

The current City of Olympia Comprehensive Plan designation of the site is Capitol Campus/Commercial Service High.

g. If applicable, what is the current shoreline master program designation of the site?

Not Applicable

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

No portion of the site has been classified as an environmentally sensitive area, to our knowledge.

i. Approximately how many people would reside or work in the completed project?

A total of approximately 1,350 full time employees (FTE's) will ultimately work in the completed project, including approximately 625 in the DIS office and data center buildings, 500 in the WSP office building and approximately 225 associated with other small agencies.

j. Approximately how many people would the completed project displace?

Approximately 78 employees that work within the existing buildings on site will be relocated, along with the services currently housed in these buildings.

k. Proposed measures to avoid or reduce displacement impacts, if any:

No displacement impacts are anticipated to result from this project.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Buildings on site will be situated and constructed in accordance with the recommendations for this site contained in the Capitol Campus Master Plan, which identifies this site as a site for major state office buildings. These recommendations include, but are not limited to, orienting the buildings to optimize controllability of heat gain, light and glare, the retention of mature landscaping in the small, triangular green strip just to the north of the site for a buffer and pedestrian open space, extension of the Maple Park green, and the placement of lower scaled building elevations in southern portions of the property, closest to the existing South Capitol Neighborhood.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No housing units will be provided by the completed project.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The project will not eliminate any existing housing units.

c. Proposed measures to reduce or control housing impacts, if any:

No housing impacts are associated with this project; therefore, no mitigation measures are proposed.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The office building for DIS will be 89' in total height as measured from the first floor to the top of the mechanical penthouse and screen wall parapet. The average roof elevation is 71' - 5". The second office building that will have WSP as a primary tenant will be 86' - 4" in total height as also measured from the first floor to the top of the mechanical penthouse and screen wall parapet, and the data center is approximately 17' from first floor to top of mechanical screen wall. Principal building materials will include insulated glass, painted aluminum mullions and accents, and a solid cladding material that will be similar in appearance to stone or masonry units.

b. What views in the immediate vicinity would be altered or obstructed?

Views in the immediate vicinity will be altered from the existing developed site, primarily consisting of a very large paved parking lot and 5 small structures, to the redeveloped site, which will contain larger scale buildings, open plazas, and a small area of above ground parking.

c. Proposed measures to reduce or control aesthetic impacts, if any:

View corridors as recommended in the Capitol Campus Master Plan will be maintained as much as possible to minimize aesthetic impacts on surrounding properties. In addition, lower scaled building elevations will be placed in southern

portions of the property, closest to the existing South Capitol Neighborhood. The exterior building materials and design will also be reviewed by the Capitol Campus Design Advisory Committee (CCDAC) and reviewed and approved by the State Capitol Committee (SCC).

This property is not located within the boundaries of the “State Capitol Height District” established by the City of Olympia in Olympia Municipal Code 18.10.060.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The project will produce light primarily during business hours, typical of an office building.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

It is not anticipated that light or glare from this project will be a safety hazard or interfere with views.

c. What existing off-site sources of light or glare may affect your proposal?

There are no known off-site sources of light or glare that would affect this project to our knowledge.

d. Proposed measures to reduce or control light and glare impacts, if any:

Exterior lighting will be minimized and be of the type that casts 100% of the light downward. Night shifts at the facility will occur primarily in the windowless Data Center and in the Production Center, which has been situated between the main office buildings and the data center to minimize light escaping beyond the boundaries of the site.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Stephens Field Park lies approximately ½ mile south of the site; Watershed Park lies adjacent to the I-5 corridor to the east of the site; an access point to the I-5 Bike Path is located at 14th Ave and Cherry Street SE; Maple Park is located on the southwest corner of the site, between Maple Park Ave SE and 16th Ave SE. Other informal recreation opportunities exist throughout the Capitol Campus.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The project will not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

There are no impacts on recreation anticipated to result from this project. Opportunities for informal recreation, in the form of informal open spaces such as a plaza, will be provided with this project. Because impacts are not anticipated, there is no additional recreational mitigation measures proposed.

13. Historic and cultural preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

The Washington State Office of Archaeology and Historic Preservation (DAHP) was contacted regarding this site in August, 2006. DAHP requested additional information to determine if the JLARC Building at 506 16th SE (formerly known as the Clow Apartments) was eligible for the National Register of Historic Places. Artifacts Consulting, a

qualified cultural resources specialist, completed a Historic Property Inventory (HPI) form containing information about the building and changes that have been made to it over time, and submitted this form to DAHP for review.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

In addition to the JLARC Building discussed above, DAHP's online tool WISAARD (GIS map tool for locating designated historical sites which are listed on the state and national register) indicates the following register-listed item is next to the site: the South Capitol Neighborhood Historic District (roughly bounded by I-5, 16th Avenue, and Capitol Lake). No other landmarks or evidence of historic, archaeological, scientific, or cultural importance are known to occur on or next to the site.

- c. Proposed measures to reduce or control impacts, if any:

After review of the HPI form for the JLARC Building, on January 10, 2008 DAHP concurred with the consultant's findings and proposal to remove the JLARC Building and mitigate such removal through HABS (Historic American Buildings Survey) Level 2 recordation and the installation of a memorial for the loss of the building.

Artifacts Consulting has also been retained to complete an initial professional archaeological survey, in addition to the work described above, to identify the presence of any significant archaeological material on the property. In the event that archaeological or historic resources are discovered during project activities, work in the area of discovery will stop, the area will be secured, and the appropriate Native American tribes and the Department of Archaeological & Historic Preservation will be contacted for further consultation.

The Department of Information Services Wheeler Project respects the historical character of the South Capitol Neighborhood in several ways. The overall site layout was designed in an attempt to mitigate any visual impact of the buildings to the neighborhood. Buildings were oriented with the narrow façade facing the residences directly off of 16th, and a public plaza that opens to the south and "fronts" the neighborhood is also intended to be a welcoming gesture to the neighborhood. Also proposed is a large, west-facing green space that will improve the pedestrian experience along Jefferson, which is one of the primary access roads to the neighborhood. The buildings are currently being designed with sensitivity to the historical quality of the West Capitol Campus. The materials for the buildings, while still under review, are intended to be enduring, timeless, and of high quality, thereby reflecting the civic nature of the project and buildings.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The site is currently accessed via 14th Avenue, 16th Avenue/Maple Park, and Jefferson Street, which are all public streets. Primary access to the site is proposed to remain on Jefferson Street and 14th Avenue (the final configurations of which will depend on the chosen mitigation strategy at the intersection of 14th and Jefferson), with service access only from 16th Avenue. 14th Avenue between Capitol Boulevard and I-5 is classified as an Arterial by the City of Olympia. Jefferson Street is classified as an arterial. Maple Park is classified as a Major Collector between Capitol Boulevard and Jefferson Street.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Currently the site is directly served bi-directionally by both local and intercounty express transit service. Service includes; DASH, a free six-day a week shuttle circulator operated by Intercity Transit between the Capitol Campus and downtown Olympia, and weekday intercounty Olympia Express Routes 603 and 601, operated by Intercity and Pierce Transit systems.

Intercity Transit also provides five other local routes having bus stops within approximately ¼ mile of the site. Routes 12, 13, 68, and 94 operate along either Capitol Way or Union Avenue 7 days a week. In addition, two other Olympia Express routes are also approximately within ¼ mile of the site; route 603A, operated weekdays by Pierce Transit along Union Avenue, and Intercity Transit's Route 620 is routed between I-5 and the Capitol Campus via Capitol Way and 14th Street interchange on weekends.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

There are approximately 310 parking stalls on the property. Approximately 160 stalls are dedicated to existing office buildings on the site, leaving approximately 150 visitor parking stalls, the majority of which are unused during most of the year except during the Legislative Session, at which time they are full. Of the 150 stalls, Intercity Transit contracts with the State for the use of 55 stalls for DASH service customers. These stalls are leased on a month-to-month basis to individuals, and during the Legislative Session up to 75% are leased. The remaining 95 stalls can be utilized by visitors on an hourly, metered basis. A physical count of visitors' cars parked on the lot was conducted from January 17 to April 13 of 2007; the average daily use during that period was just under 50 stalls per day, although Intercity Transit has stated DASH experienced some of the highest ridership numbers when the 2007 Legislative Session was underway. All of the existing surface parking stalls will be eliminated and approximately 950 new parking stalls will be included as part of the completed project in an underground parking garage. This number was arrived at by using two methods. One method was to apply an approximately 30% Commute Trip Reduction to the expected number of employees. The other method utilized the City of Olympia's parking standards (although not applicable to this project) of 3.5 stalls per thousand square feet of government office space, an allocation of 127 stalls for the data center, and a reduction of the total by 30% for Commute Trip Reduction. It is the intent of the project to provide sufficient on-site parking to avoid any negative impact on the adjacent residential neighborhoods, where on street parking is also currently regulated through a permit/zone system that does not allow users of this building to park for extended periods in neighborhood streets. Contractor parking will also not be allowed in adjacent residential neighborhoods.

DIS, in conjunction with Washington State Department of General Administration, have worked with Intercity Transit and is committed to relocating the DASH parking program to an underutilized parking area west of the Wheeler site, across Jefferson Street and east of the Transportation Building. That site is anticipated to include approximately 40 parking stalls. Bicycle parking will be provided in the parking garage as well as approximately 20 stalls adjacent to the building entrances.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Improvements will be constructed at site access points, on Jefferson Street, and on 14th Avenue to mitigate these impacts. Intersection improvements will be required at 14th Avenue SE and Jefferson Street.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project will not use and does not occur within the immediate vicinity of water, rail or air transportation. The railroad line east of and below the site will not be impacted by or used for this project.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Current estimates of peak traffic volumes indicate daily new (net new) trips per day will total approximately 2,530 trips, with peak volumes occurring in the AM peak hour (approximately 317 net new trips) and the PM peak hour (approximately 306 net new trips).

- g. Proposed measures to reduce or control transportation impacts, if any:

New traffic from the proposed development is expected to impact offsite transportation facilities, particularly during the AM and PM weekday peak hours. Improvements will be constructed at site access points, on Jefferson Street, on 14th Avenue, and at the intersection of 14th Avenue and Jefferson Street to mitigate these impacts. No operational deficiencies have been identified. The project proposes contributing a fee to the City of Olympia for offsite improvements, according to the methodology outlined in the City's Traffic Impact Fee policy.

Anticipated impacts are expected to be concentrated on primary roadways serving the site. Projections developed in conjunction with the Thurston Regional Planning Council indicate that traffic is not expected to utilize neighborhood streets. Provision of adequate access and parking on-site will discourage development traffic from utilizing City streets, particularly in surrounding neighborhoods. The configuration of site driveways, which orients traffic toward the north and reduces the ability of vehicular traffic to access neighborhoods to the south, also contributes to minimizing the potential for transportation impacts to surrounding neighborhoods. Contractor parking will not be allowed in adjacent residential neighborhoods. Additionally, the applicant will

work with the City and with the neighborhood to provide traffic calming to discourage cut-through traffic via surrounding neighborhoods.

This project will provide pedestrian pathways along Jefferson Street and 16th Avenue, in addition to improving the landscape along these streets in the spirit of the Capitol Campus tradition. The site improvements will include an arrival plaza and autocourt accessible from Jefferson Street, in addition to a pedestrian plaza adjacent to the building entrances. Terraced steps and an interior courtyard of approximately 15,000sf will be provided between the two office buildings and the Data Center, and will be publicly accessible. Existing pedestrian transportation routes on the west side of Jefferson Street will be maintained, and a multi use path (foot and bike) will be located east of Jefferson Street across the Wheeler Site. Pedestrian and bike crossing facilities will be enhanced at the intersection of the 14th and Jefferson, the components of which vary slightly based on the mitigation option chosen for this intersection. Sidewalks will also be provided along the north side of 16th Avenue and a portion of the south side of 14th Avenue. Bicycle lanes along Jefferson will be preserved, although their configuration may change to correspond to configuration of the proposed frontage improvements.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

The project will result in an increased need for public services to this portion of the Capitol Campus in that structures and employees not currently located at this site will be present at project completion.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

The site and buildings will be designed and constructed in accordance with the International Fire Code, which will result in minimal impacts to public fire service.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The site is currently served by City of Olympia water, stormwater system, and sanitary sewer services. Puget Sound Energy will provide electricity and natural gas, and Qwest will provide data lines and services. The existing Puget Sound Energy substation at this site will not be structurally affected by this project. Refuse collection and handling of recyclables is currently provided by and will continue to be provided at this site by the Department of General Administration.

The existing storm sewer and sanitary sewer systems for the proposed project have been analyzed for downstream capacity and have been found to have adequate capacity to serve the project. The South Capital Neighborhood is upstream of the proposed project and will not be negatively impacted by the storm and sewer improvements. The neighborhood currently drains both storm runoff and sanitary sewer effluent to a combined sewer system. Improvements proposed as part of this project include providing separate storm sewer and sanitary sewer lines through the site to the southern property line of project (16th Avenue). This will provide a potential connection point for separation of storm sewer and sanitary sewer within the neighborhood in the future.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: July R. Albaugh

Date Submitted: March 18, 2008.....